

# Double Clutch



Volume 53, No. 6  
November/December 2024

## Paul Oates's 1948 Ford F-5



A PUBLICATION OF THE ANTIQUE TRUCK CLUB OF AMERICA, INC.

# President's Message

We are in the beginning stages of negotiating a new lease with the Boyertown Museum of Historic Vehicles. Our current lease ends December 31, 2025. Concurrently, we are also working with the museum to relocate our library area due to their current expansion of the museum's exhibition area in the former warehouse building. The library relocation will provide a clean slate for the ATCA to make the area functional and accessible for our members in a welcoming space.



I want to personally thank those of you that took the time to cast your ballot for the 2024 election for the Board of Directors. The newly elected Directors will begin their new terms on January 1st and attend the first quarter meeting in March at the Boyertown Museum of Historic Vehicles. The Board is made of enthusiastic individuals that absolutely enjoy the antique truck hobby and want to actively support the future of the Antique Truck Club of America. By the way, the fourth quarter 2024 meeting is slated for Saturday, November 9th at the Museum's library at 9am. ATCA members are invited and encouraged to attend.

The Show Committee completed an After Action Review in late June to capture the positive and negative issues encountered during the 2024 National Meet. I am pleased to report that there were many, many more strengths listed than opportunities for improvement. The group's takeaway is to build on the positives while digging into the origin of any concerns. Personal mobility devices have evolved into a major concern for the overall enjoyment of those casually strolling amongst the show trucks while enjoying the sea of metal, patina, and chrome.

I've enjoyed watching the steady climb in popularity trucks are experiencing in the auction circuit across the country. Pickups and class 8 trucks are seeing an unexpected surge in the collector auctions, both in popularity and pricing. ATCA recognized the opportunity and moved to purchase a vendor space at the Antique Automobile Club of America's Hershey Region swap meet held each October in Hershey, Pennsylvania. The space is expected to expand our exposure to a new group

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A publication of Antique Truck Club of America, Inc.

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DOUBLE CLUTCH is the official newsletter of Antique Truck Club of America and is sent free to members. As a volunteer production, it depends on ATCA members to contribute letters, ads and articles of interest.

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# Sometimes You Get Lucky

by Paul Oates  
as told to Jeff Lakaszcyck

This is a story about my 1948 Ford F-5 stake truck. I hang out with the folks in the Vintage Trucks of Florida club, many of whom have big trucks. I have a bunch of smaller trucks, but I didn't have a "big truck" and went looking for a new ride that I could work on myself. I learned from Wikipedia and web searches that the first generation of the Ford F Series was a new, clean-sheet, post-war design. Ford may have spent one million dollars on the new design and new cab. But the real reason I looked for this model is I just think that it has the classic truck look.

We often buy things online. Sometimes it works. Sometimes it doesn't. This time, it worked for me. I got lucky! I was shopping online during the pandemic. That was the first mistake. When you surf online, old trucks find you. The truck was advertised at a collector car dealer in Michigan. It had the flathead six cylinder and not the V8. It was used on an apple farm in Michigan, was restored by the original owner, and had 1948 year of manufacture Michigan plates. I noticed that it looked waaaay out of place among all the Corvettes and Chargers on the dealer website.

I talked to Jeremy who owned the dealership. He confirmed that they still had the truck and that, yes, it

really wasn't his typical vehicle. He was selling it for a friend who had a concrete business and didn't want it anymore. Lucky break #1: It's helpful when the fellow selling is a "don't want 'er" and would appreciate you helping to get it off his hands.

He sent a video and it was hard to hear the truck because the fellow driving kept beeping the horn. But I heard enough to notice that it sounded like it ran on 5 cylinders. Or worse. That's not good! So, I called Jeremy back and start the conversation with "hey, does it run as bad as it sounds?" He suggested an independent inspection and pointed me to a guy who could do it. He also said I should hire the inspector directly and he'd stay out of it. Lucky break #2: you can tell when somebody is ethical and a good car guy. We can work together!

The next call? I got Larry the mechanic on the phone. Larry usually does full inspections of Corvettes and shared his exhaustive process to review the interior, switch gear, carpets, and all that stuff. I broke the news to Larry that this is a truck and that I don't need the interior inspections....just check out the engine and drivetrain. And – important – pull the darn plugs and do a compression test ! He made my day when he said



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story?**

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**Membership applications can be found on  
our FORMS tab.**

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